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COUNTRY East Germany REPORT [REDACTED]
TOPIC Brandenburg-Industriehafen Airfield

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED 28 April 1954

REFERENCES [REDACTED]

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REMARKS ILLEGIB

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1. The following aircraft and air activity were observed at Brandenburg-Industriehafen airfield between 13 March and 1 April 1954:

13 March. About 11 a.m., no air activity was observed at the field. Twenty-two Il-10s were parked there. [REDACTED]

18 March. Between 11:30 a.m. and 2 p.m., no flights were made. [REDACTED]
23 Il-10s were parked at the field.

22 March. Between 5 p.m. and 11:30 p.m., some Po-2s made local flights. The sky was overcast.

23 March. At 8 a.m., the loud noise of engines was heard from the field. The weather was sunny. Beginning about 9 a.m., individual flights were made by Il-10s which circled some times over the field and made low level attacks. Somewhat later in the morning, in addition to individual flights, flying was practiced by flights of threes and formations of fours. During the afternoon [REDACTED]
[REDACTED] 8 to 12 Il-10s headed north, flew out of sight, and returned from the north after 20 to 40 minutes. At 11:30 a.m., 12 Il-10s were parked at the take-off point and 20 to 25 Il-10s in front of the hangars.

28 March. At 11 a.m., when the weather was overcast and rainy, take-offs were made by 4 Il-10s which circled over Brandenburg, and then headed north.

31 March. At 9:45 a.m., a high-wing monoplane landed at the field, coming from the east. At 10 a.m., 15 Il-10s took off, assembled in formation, and then headed southeast; the aircraft returned after about 40 minutes. At 10:45 a.m., another formation of 12 Il-10s took off and also headed southeast. At 11 a.m., a third formation of 10 Il-10s took off and headed north. The formation flights, each lasting 35 to 40 minutes, continued until about 4:15 p.m. Shortly before 2 p.m., an Il-10 landed at the field coming from the north.

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1 April. At 9 a.m., [redacted] no flights were being made. A total of 35 Il-10s, most of them with red upper edges on their rudder assemblies and red propeller hubs, were parked in the usual dispersal areas. The Soviet star on the rudder assembly had a pronounced white border. At the western edge of the occupied dispersal area were 4 Il-10s with bright blue propeller hubs and blue leading edges on their rudder assemblies. These aircraft also had the same white-bordered star on their rudder. [redacted]

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2. The following observations were made at the field between 14 and 24 March:

14 March. At 5 p.m., there was no air activity and 14 Il-10s were counted at the field.

16 March. At 10 a.m., no flights were made. Fourteen Il-10s were parked at the take-off point.

17 March. Between 10 a.m. and 11 a.m., air activity was observed. About 10:20 a.m., 3 Il-10s individually took off, circled three or four times over the field and then landed again.

18 March. At 11:40 a.m., 19 Il-10s were counted at the field.

19 March. Between noon and 2 p.m., local flying was practiced by a Po-2. There was sunny weather. During the afternoon, there was formation flying. At 5 p.m., 17 Il-10s were counted at the field.

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23 March. Shortly after 5 p.m., a total of 37 Il-10s [redacted] were counted at the field. Some of the aircraft were parked at the northeastern edge and others in front of the hangars.

24 March. During the morning, individual flights were made in the vicinity of the field.

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Comment. The ground attack regiment at Brandenburg-Industrieafen airfield, together with the ground attack regiments from Brandenburg-Eriest and Stendal participated in exercises of the Soviet Army. Aircraft of these regiments were probably involved in exercises with the 10th Gds Tank Div in the Bernuth-Jueterbog area and the 6th Gds Mech Div in the Neuruppin-Minow area until 29 March, and in exercises with the 18th Mech Div in the Mirow-Fuerstenberg-Kvritz-Mittstock area after 28 March.

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